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CUSTOM TOURING MOTORCYCLE MAGAZINE



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Contents

BAGGERS

April 2017

34



BIKES

34 BEAR NECESSITIES

Big Bear Choppers' Street-Shredding Road Glide

48 PROCHARGER SILVER GHOST

What A Difference A Supercharger Makes

60 DARK HORSE IN THE WILD

Camtech Custom Baggers' Multi-Trick Pony

TOUR

40 RINEHART RACING FACILITY TOUR

ROAD TEST

54 2017 CVO STREET GLIDE

Harley-Davidson's Top Of The Tour Food Chain

66 END OF AN ERA

Victory Motorcycles Ceases Operations

48



60



66



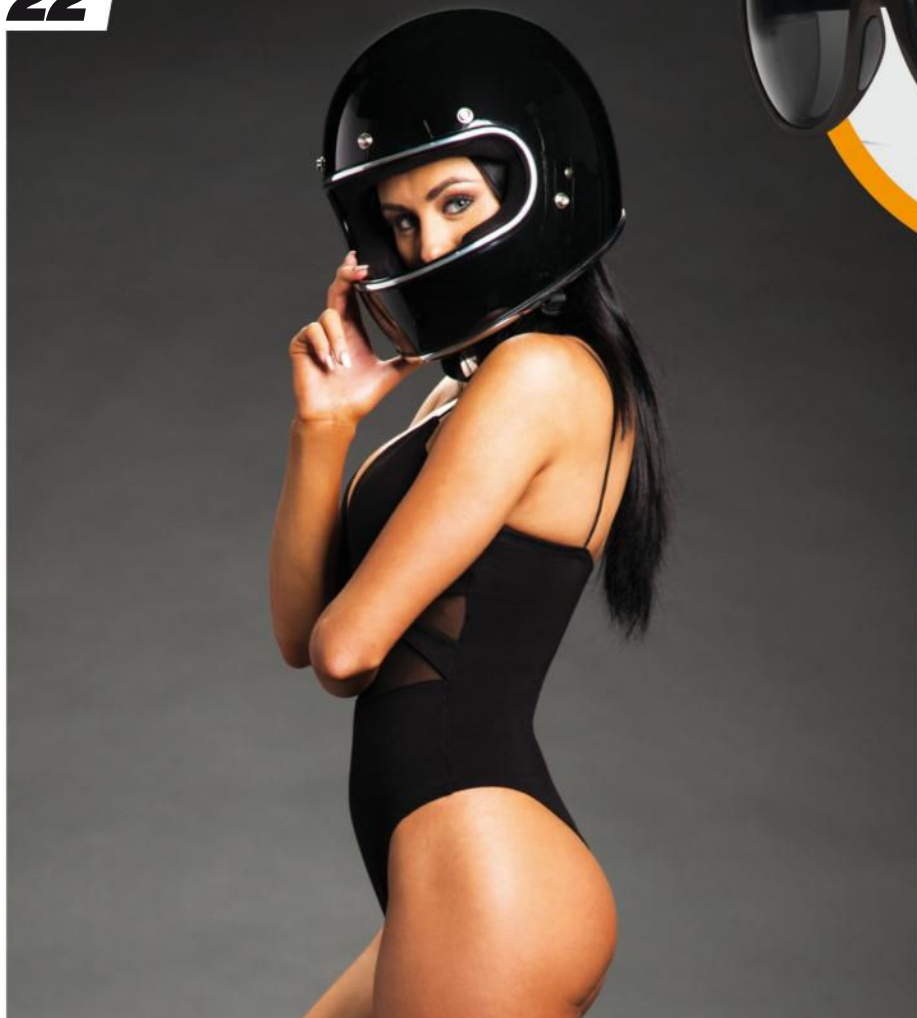
Baggers (ISSN #2159-7782) APRIL 2017, Volume 24, Number 4. Published monthly by Bonnier Corporation, 2 Park Avenue, New York, NY 10016. Periodicals postage paid at New York, NY and additional mailing offices. Copyright 2017 by Bonnier Corp. All rights reserved. Reprinting in whole or part is forbidden except by permission of Bonnier Corp. Mailing List: We make a portion of our mailing list available to reputable firms. If you would prefer that we don't include your name, please write us at the Harlan, IA address. POSTMASTER: Send address changes and all UAA to CFS, NON-POSTAL AND MILITARY FACILITIES to: BAGGERS, PO Box 6364, Harlan IA 51593-1864. Subscription Rates: \$19.97 for one year. \$43.97 for Canadian addresses and \$43.97 per year for all other international addresses. Canada Post Publication agreement #40612608. Canada Return Mail: IMEX Global Solutions, P.O. Box 25542, London, ON N6C 6B2.

Contents

18



22



70



UP FRONT

6 TWO CENTS

10 JONESIN'

12 LETTERS FROM THE ROAD

18 BAGGERS SHOWCASE

22 THE COLLECTIVE
Helmets Buyer's Guide

58 BASIC
OPEN SESAME!
Flash2Pass Garage Door Opener

70 MAINTAINED
WE NEED MORE POWER!
Big Boar's 1,000-Amp Battery Install

TECHNICAL

42 ADVANCED
HANDLEBAR INSTALLATION
THE EASY WAY
From Hill Country Custom Cycles

DEPARTMENTS

74 NEW PRODUCTS

82 READERS' RIDES



ON THE COVER:

Big Bear Choppers' FXR-inspired Road Glide blends many different genres: It handles like a sportbike, throttles like a dragster, and is styled like a chopper. What's not to love?

Cover Photo: Tim Sutton

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HELMET SAFETY

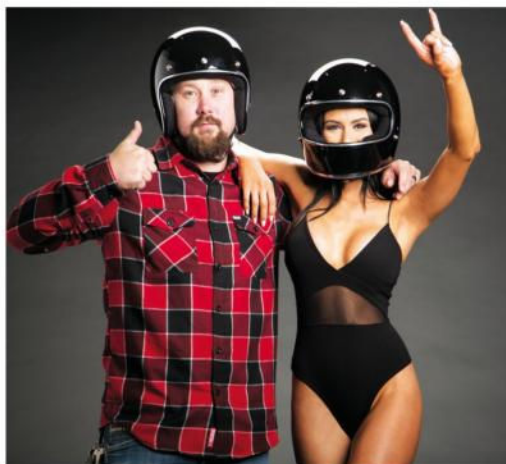
Do you even give a shit?

Helmet safety is important to me. Is it important to you? Do you care about helmets? Do you care about safety? Do you like hamburgers with or without cheese? I always go for cheese. Do you order regular fries with your hamburgers or sweet potato fries? Do you dip them in ranch? You should definitely try it! Where the hell am I going with this? Oh, right...helmets.

Are you a state-of-the-art, best-helmet-money-can-buy kinda guy or gal? Or is a novelty, bare-minimum skidlid in your bag? Or is the hair God gave you sufficient enough for protecting your dome when riding your motorcycle? These are all questions a very neurotic editor must ask prior to planning a helmet buyer's guide. Will the *Baggers* audience care about such things?

Well, I think you do—at least the majority of you. Granted, there are many “non-helmet” states that exist within our fine union. Currently, 19 states and the District of Columbia have laws requiring all motorcyclists wear a helmet, known as universal helmet laws. Laws requiring only some motorcyclists to wear a helmet are in place in 28 states. There is no motorcycle helmet use law in three states (Illinois, Iowa, and New Hampshire), according to the Insurance Institute for Highway Safety, Highway Loss Data Institute's January 2017 report.

And while I can't empathize with those of you who don't care about helmets since I'm required to wear one in California, I can definitely relate to what it's like to ride without a helmet. I've had my fair share of helmet-less adventures. But riding in California it's pretty much necessary (more specifically LA metro or SoCal areas in general). In fact, it's more like suiting up



for battle every time you ride! Imagine when Westeros is forced to deal with the White Walkers. You think they'll attempt that feat without Valyrian steel or dragonglass? They'd be toast, man! Same goes for you and a helmet every time you ride.

Don't ya want to give yourself a fighting chance? It's war out there on the roads, ladies and germs: the war for being

first to the stoplight, the battle for being first to merge onto the off-ramp from the fast lane, and the struggle for winning the title of multitasking driver of the year: eating, chatting, steering, shifting, applying makeup, basically not-giving-a-shit-about-anyone-near-you type of people. You get the point. The only thing cagers these days care about is getting to where they are going the fastest way possible. If you impede that process in any way you've done the most unspeakable thing known to man.

Last year, I crashed on the Interstate 5 Freeway. Crashing sucks, period. But it could have ended way worse had I not been wearing a helmet—not to mention on a freeway in California where nobody cares whether you live or die. Maybe my head would have hit the pavement and exploded like a watermelon! Well, maybe not, since I was going less than 30 mph, but you get the imagery... We took the liberty of putting together a comprehensive list of fine helmets that are going to help in protecting your gray matter (page 22).

And if that isn't enough to sway you to consider strapping on a lid every time you ride, our good friend Kylie Marie Walton here says she'll only date dudes who wear helmets. So if that isn't reason enough, well, what else is there?

Bye for now...

Jordan ■

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IS NEW OLD THE NEW NEW?

I just bought a motorcycle. When announcing this to friends, most of them, of course, asked, “What’d you get?” And I’d answer, “A 2016...” They interrupted always at the same moment, “Why’d you buy a new bike?”

What’s up with that? Too young for me? I wondered if the next question was going to be how much it weighed.

If this had happened one or two times, maybe I’d let it slide, as not really meaning anything. But it has happened nearly every time I begin to describe what bike I’ve bought. “Why’d you buy a new bike?” over and over.

Is there a disconnect today between riders and brand-new motorcycles? Is there a perception today that new bikes aren’t for real enthusiasts? Have I unwittingly committed a cultural crime? What’s wrong with new? Well, I mean sort of newish because it clearly is not long 2016.

Don’t get me wrong—I love older motorcycles. I’ve owned a number of classic bikes. Even still today, I have a motorcycle blessed with a cable-actuated front disc brake. It’s a 1972 Honda CB200. Built during a dynamic period in the development of modern features, the CB200’s front brake was caught between a technology of the past and one of the future, sort of like Buddy Holly and the Crickets mixing an electric guitar with a stand-up base violin—great sound, but a 16th century fiddle next to a 1950s Fender can cause a “huh?” moment. Neither McCartney nor Claypool have bothered much with plucking those things.

Speaking about the mix of past and future of technologies, let’s get back to my new bike. What I just bought is a 2016 Moto Guzzi Eldorado. It is old and new from detail to detail. To me that’s a charming mix. It has wire wheels, but it also has dual radial-mounted four-piston calipers with ABS. It has whitewall tires. They’re mounted on tubeless rims.

The engine is air-cooled, yet it has EFI

that’s ride by wire with three choices of engine maps. It has a dry clutch and a drive shaft, as does my pickup truck, yet it has three levels of adjustable traction control and cruise control as standard equipment. It is a touring bagger, and so it weighs a proud 692 pounds. I have no idea if that weight is wet or dry, and I don’t care. It has a 1,380cc, 90-degree V-twin that puts out a claimed 95 hp and 88.5 pound-feet of torque. So it goes real good.

It also has optional leather side bags and an optional small touring windscreen. It has a nice, flat passenger pad so that my GF can be all comfy for long days of riding. I will get a backrest for the passenger pad

EVERY TIME YOU PUSH A MOTORCYCLE STARTER BUTTON AN ANGEL GETS ITS WINGS. OR SOMETHING LIKE THAT.

so that she feels more secure. If that fails at encouraging confidence, I’ll just take her for a short ride again on my naked 2006 GSX-R1000—last of the beasts. On that bike it takes nearly as much effort to be a passenger as it does to be the rider on most other motorcycles. Yet I think she actually enjoys it.

I’ve been jonesin’ (I just did that, didn’t I?) for an Eldorado ever since the new version was introduced last winter. I don’t mean to be reviewing this bike in this column; I just like it for myself. It is the right bike for me, while a Harley-Davidson Touring or Indian, or what-have-you, might well be the right bike for you. I chose the

Eldorado because I dig its retro look while I also appreciate its advantages of modern rider aids and electronic features. I don’t need to prove anything to anyone about my manliness by owning an improperly tuned bike that only has a kickstarter. I already have that limp. Every time you push a motorcycle starter button an angel gets its wings. Or something like that.

I also chose the Eldorado because it allows riding at a pace I prefer, challenging to most touring chassis. Plus, it has good ground clearance for brisk cornering. Having worked at suspension companies, and having formally tested those things, has informed me a bit on top of my general riding experiences. But, again, for moderate speeds other brands are quite fine.

I also chose the Eldorado because it is not everything else. I do know many who choose a brand because it is *the* brand. Many buy a bike that will give them immediate membership into the brotherhood of motorcycling. Me, I’m long past trying to fit in to any group of anything.

I am writing this in mid-December. It is 35 degrees outside my door. The nights are even colder. I don’t like two wheels with ice. So I’m stuck for now just dreaming, planning, plotting. This spring I’ll be ready. I mean, we’ll be ready. Southern Appalachians. A jaunt to Toronto in May. And then...

Damn, first I need a pair of those bigger California hard bags. And a top box. Does the passenger backrest fit on with a top box? I also dig the accessory red valve covers; they’re a great accent for the black and chrome. I like those blacked-out machine-billet levers too.

When I reviewed this bike for another magazine, I mentioned how the difficulty in selling this bike in America is that only Moto Guzzi owners buy Moto Guzzis. Who am I? What happened?

Did I just join a group?

Damn it. ■

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LETTERS FROM THE ROAD ///

HELLO BAGGERS,

I read your magazine for the first time this week. Very interesting. The picture is of my 2012 FLHTP Police I turned into a Street Glide look-a-like. It is pictured in the solo version, but at home I can switch into a touring version with a Harley bag attached to the backrest. I am ready to trade the bike for a 2017.

In November, I rented a 2016 Electra Glide Ultra to ride through Nevada, California, and Arizona. I liked the bike a lot, and my wife found it very comfortable. I know the 2017 is a much-improved version. In December, I rented a Road Glide Ultra to ride through Florida. I liked that bike even more. However, my wife found that she was getting a lot of turbulence. The bike was equipped with the standard 15-inch windshield.

I know Harley makes a 19-inch. I also know that Klock Werks makes some windshield that apparently is better than the stock windshield. I want to buy the Road Glide Ultra, but I am not sure I can solve the wind/turbulence issue. Do you know if I can find a windshield to fit the Road Glide that would create a similar wind/turbulence experience for the passenger as the Electra Glide Limited? My wife can live with the Electra Glide's wind/



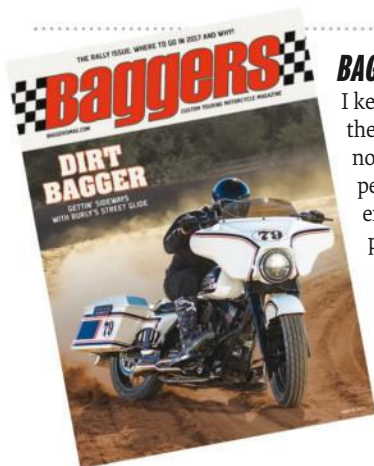
turbulence but not with the Road Glide Ultra's wind/turbulence. If you are able to provide information, it would be much appreciated.

Regards,

MARIO

IN THE SNOW NORTH OF MONTRÉAL

Hey, Mario, there are a ton of aftermarket windshield manufacturers on the market, but we definitely recommend the Klock Werks' Flare windshield. We've had tons of luck on combatting the wind/turbulence on 2016 and earlier Harleys, and we can pretty much guarantee the Klock team has been working hard to get the screen ready for the Milwaukee-Eight baggers. Also, National Cycle has been another go-to for the edit staff here, and if we were betting men, you'll probably see some great new stuff for 2017 Harley baggers soon too.



BAGGERS,

I keep receiving two magazines every month, and these subscriptions are to be running consecutively, not concurrently. I have been unable to contact a real person, as your phone system asks me to enter an extension, and I don't know anybody there. Somebody please respond to this email.

Thanks,
MIKE R.

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**LETTERS FROM
THE ROAD ///**

Thought I'd give you an update on my bike since it's now finished. I ended up going just over my \$5,500 budget and came in at \$6,317 total to build the bike. I was able to recoup some money by selling old parts and by sending some parts back I didn't use. Seeing as the bike currently has 128,000 miles on it, there were some unforeseen maintenance things that needed to be done. Liquid Addiction in Port Richey, Florida, completed my bike, which is where it will stay until March while entered in numerous bike shows before returning to Minnesota in March for a bike show here. I will be flying to Florida the first week in February for five days to spend time with my bike. I'd appreciate your interest in my motorcycle, as I do believe it's something different and is a good story for people wanting a custom motorcycle but can't afford the huge cost of doing it. My bike is proof it can be done.

Thanks,
ROADY



DEAR BAGGERS,

As a subscriber since day one your mag is great. I read every issue more than once. You're right in an article that said Smoky Mountain H-D is a great dealership. It is one of our favorite dealerships, but as a lifelong resident of east Tennessee, I must correct you by stating that Maryville is in Tennessee, not North Carolina. I've noticed this error in two issues now. Tell the person in charge of such things to get their shit together.

Thanks,
MIKE C.

That'd be me, Mike C. Apologies for not catching this in the first go-round. Thankfully, our copy-editing staff catches almost all of the errors I burden them with every month (you should see what the mag would look like if they didn't!), but sometimes

things slip through the cracks. One thing's certain thanks to your letter... I'll never forget that Maryville is in North Carolina, not Tennessee. Right? Wait, is that right? I'm so confused! —Jordan

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Ramping Up for Spring

With spring right around the corner, especially for the lucky West Coast riders, we pieced together a solid getup using pieces from Black Brand, Alpinestars, Bates, and Electric. With Black Brand and Bates new to the motorcycle industry, we slid in a pair of the tried-and-true Alpinestars SMX-1 Air gloves.

Black Brand broke into the motorcycle-gear world in early 2016 and has quickly made a name for itself. Between producing quality gear and its programs to give back to veterans, Black Brand has grabbed the attention of many. With its slogan, "Cuz no one else had the balls to," Black Brand is focusing, with laser accuracy, on the V-twin market. Bates recently broke into the motorcycle industry as well, coming from the military side of footwear, and is producing some excellent products as well. ■

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THE FACTS

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What a great experience it was to talk and deal with you."

Keith and Emily B.
Ashtabula, OH

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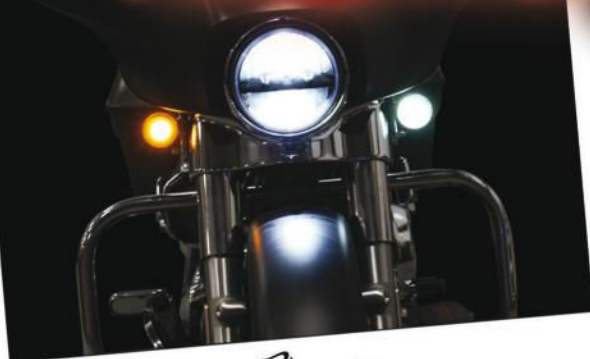


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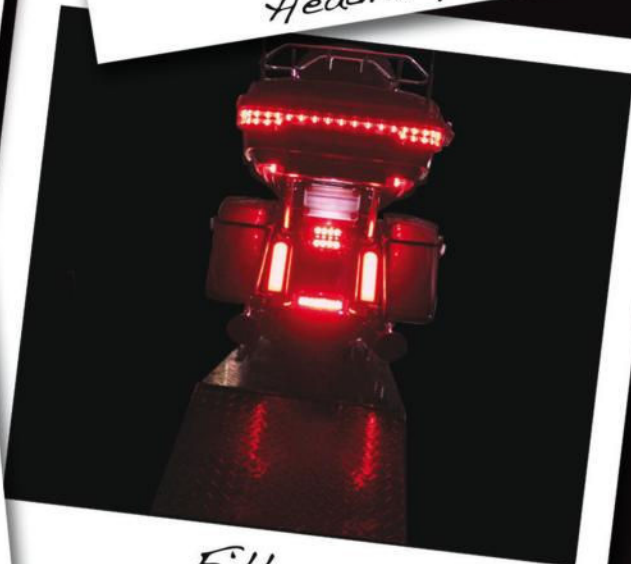
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BEAR NECESSITIES

Big Bear Choppers' Street-Shredding Road Glide

WORDS: JOHN MATA JR. PHOTOS: TIM SUTTON





If you've followed the story behind Big Bear Choppers since its birth in the late '90s, then you'd know that their many successes throughout the years have blossomed from very humble beginnings. Company founder and chief designer Kevin Alsop has seen a lot of trends come and fall face first into the asphalt since then, but what he has yet to stray from is the importance of good, old-fashioned handling and performance, which is more important to him now than it ever has been.

A lot of smaller riders might think of bagger model bikes to be too heavy or intimidating for them to handle, but that just isn't the case, especially when you throw the right parts at them. One of Kevin's main goals of late was to do what he could to help change this perspective with a little bit of research and development time spent in the shop. To get a better understanding and first-person perspective, Kevin stopped by Brandon Quaid of Quaid Harley-Davidson in Loma Linda, California. The two discussed the idea of making the H-D bagger line more appealing and far more accessible to any concerned riders.

"After taking a good look and riding a few of the baggers there at the dealership, I decided that the new '16 Road Glide would be a perfect model to R&D parts with back at the shop," Kevin says. "Although we weren't producing any parts for these bikes at the moment, I had been wanting to rip into one to start developing Big Bear branded parts for them." With a fresh bike to tinker with, Kevin began analyzing the suspension system to get a better feel on how it would be possible to gain more responsive handling and a more comfortable feel for a rider looking for that

elusive luxury car sensation. "The whole reasoning behind wanting to get a better understanding of these models was to figure out how to make a Harley Road Glide or Street Glide handle as good as a European made bike," he says.

"The way I see it, increasing stability will build more confidence when riding, which will make potential buyers much more likely to eventually bring one home." It's tough to even attempt to knock that kind of logic.

Like a mad professor, Kevin spent hours on end inside the lab to figure out the winning formula he was after.

What Kevin came up with was a front



and rear suspension system featuring proprietary BBC components as well as Öhlins forks, shocks, and accessories. The solution didn't exactly just reveal itself during the first afternoon at the drawing board, but it eventually showed itself after many trial runs and parts mock-ups. "The most difficult part of this process was designing parts on paper, transferring them to digital models, and waiting for the actual part to come out of the CNC phase so I could actually test them," Kevin says about the lengthy journey through trial and error. But in this line of work, it necessarily isn't exactly a new experience to have to make a batch of products only to have to weed out a healthy percentage of them as being unusable.

The final orchestration of parts that had been created and assembled for the sole purpose of making this particular H-D Road Glide ride like a dream was completely one-off at that point. Of course, every single note was bookmarked and combination of parts used was noted in order to replicate the recipe for full production (which is now available for purchases through BBC's website). But the suspension system that Kevin had cooked up wasn't just designed for brand-new-model bikes. The cross reference

goes back to 2000 H-D models in order to cater to the guys who aren't necessarily looking to start from scratch again but who don't mind reinvesting in and updating their pre-existing custom baggers they've lovingly pieced together over a matter of years. The real beauty of the outcome of the whole development process is being able to incorporate into the betterment of the thousands of bikes that have already been bought and built to some degree before this latest generation. As Kevin so masterfully puts it, "Increased riding pleasure is what is needed in order to fall in love with your bike all over again." It's true—a regained interest in riding a bike that is already parked in the garage is a way to tap into reasons why you started riding motorcycles in the first place. "Once you ride a bike that performs the way these baggers do with these parts that we were able to develop for them, there is no going back to anything else," Kevin adds for good measure.

Now, as for the Road Glide that was sitting in BBC's R&D department, Kevin thought to seize the opportunity to make a full-blown build out of it. "Although objective number one was to dramatically increase the bike's handling with better control and comfort at any speed, its braking performance was also just as

important." The list of modifications didn't just stop at the braking system, however. A whole list of BBC production parts in the way of handlebars, foot controls, gauges, a lower fairing, and a full exhaust were test fit and bolted into place. And to set off the transformation, Dan Gardner of Kandyman Customs blessed the bike's exterior with a slick paint job complete with House of Kolor paints and pinstriping from the talented brush of Rory Pentecost.

A build of this nature is an ideal example to follow for the guy who actually plans to ride his bike in real-world conditions (which is how they should be built in the first place, right?). Not only does it have the handle and touch that any riding skill set cannot only manage but also excel with, it also possesses the look that is guaranteed to snap necks at any speed. It is truly a product of its environment coming from the glamorous (yet crowded) Southern California streets and highways but is adaptable to the wide-open stretches and twisty back roads off the beaten path. On the fence deciding whether or not a bagger will have the agility and on-road prowess you crave? Well, let this Road Glide built by BBC annihilate any doubts you might have and serve as a testament to the always-evolving performance-driven aftermarket. ■



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SPECIFICATIONS

GENERAL

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SHOP NAME	Big Bear Choppers
SHOP PHONE	(909) 478-7788
SHOP WEBSITE	bigbearchoppers.com
YEAR/MAKE/MODEL	2016/Harley-Davidson/ Road Glide
FABRICATION	Big Bear Choppers (Kevin Alsop)
ASSEMBLY	Kevin Alsop
BUILD TIME	6 months

ENGINE

YEAR/MANUFACTURER	2016/H-D
TYPE/SIZE	103ci
BUILDER	H-D
CASES	H-D
CYLINDERS	H-D
HEADS	H-D
ROCKER BOXES	H-D
EFI/CARB	H-D
AIR CLEANER	S&S
EXHAUST	Big Bear Choppers
SPECIAL FEATURES	Handmade exhaust merge collector header step-ups

TRANSMISSION

YEAR/MANUFACTURER	2016/H-D
-------------------	----------

CASE	H-D
CLUTCH	H-D
PRIMARY DRIVE	H-D

FRAME

YEAR/MANUFACTURER/TYPE	2016/H-D
RAKE	Stock
STRETCH	Stock

SUSPENSION

MANUFACTURER FRONT	Big Bear Choppers/Öhlins
LENGTH	750mm
TRIPLE TREES	Big Bear Choppers
MANUFACTURER REAR	Öhlins

WHEELS, TIRES, AND BRAKES

MANUFACTURER FRONT-TYPE	H-D
WHEEL HEIGHT/WIDTH	Factory 19 in.
CALIPER	Brembo
ROTOR	Big Bear Choppers/Galfer
MANUFACTURER REAR	H-D
WHEEL HEIGHT/WIDTH	Factory
CALIPER	H-D
ROTOR	H-D

FINISH-PAINT

PAINT COLOR	House of Kolor
PAINTER	Dan Gardner of Kandyman Customs
PINSTRIPING	Rory Pentecost

ACCESSORIES

FRONT FENDER	H-D
REAR FENDER	H-D stock cut down
FAIRING/WINDSCREEN	Klock Werks (lower fairing by Big Bear Choppers)
GAUGES	H-D/Big Bear Choppers
GAS TANK/CAP	H-D
DASH	Big Bear Choppers
HAND CONTROLS/GRIPS	H-D
FOOT CONTROLS/PEGS	Big Bear Choppers mid-controls
HEADLIGHT	H-D
TAILLIGHT	H-D
TURN SIGNALS	H-D
LICENSE MOUNT	H-D
SEAT	Le Pera
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TOURING

RINEHART RACING FACILITY TOUR

WORDS AND PHOTOS: JORDAN MASTAGNI

We've long been fans of Rinehart Racing's exhaust products. Having tested a fair share of Rinehart's offerings over the years, we were excited to stop by the manufacturing facility in Asheville, North Carolina, during the 2016 *Hot Bike Tour* for a look-see at the many different processes that go into the company's quality exhaust pipes for the V-twin market.

Let's rewind a little bit into Rinehart history. Gerald Rinehart had great success producing exhaust headers for the NASCAR world in the '90s. After palling around with NASCAR insiders, he encountered a Harley-Davidson dealership owner by the name of Don Tilley. Long story short, Rinehart made Tilley a set of true dual exhaust pipes for his bagger, which performed so well that Tilley came back to Rinehart hungry for more. After hand forming and welding up many different pipes for his buddies' Harleys, he developed Rinehart Racing as a result. A few years later in 2009, Gerald partnered with Judd Hollifield to help develop the business, and ultimately Gerald stepped aside to retire and Judd took over full time as the current president and CEO and is now the sole owner of Rinehart Racing.

Judd has been an integral part of growing the Rinehart business since joining the company and continues the vision of maintaining its positions as a driving force in innovation and design in the aftermarket motorcycle exhaust category for many years, including its proprietary anti-reversion technology, the advancements the company has made in baffle configuration through the years, and the continued stepped header design. There's a reason the company has been successful, and it's not just because of the aforementioned. It's also the overwhelming sense of community and family that comprises the Rinehart Racing team. From the folks in the front office



President/CEO of Rinehart Racing, Judd Hollifield, taking us through the factory during our visit to Asheville.



One of the many technologies Rinehart's developed over the years: louvered baffle technology.



handling customer service and supply chain management, to the welders in production laying beautiful beads of metal to every exhaust product that gets made, at the end of the day it's a team that makes a brand successful, and Rinehart has a very good one.

Rinehart Racing has been making performance-driven exhaust products for Harley-Davidson motorcycles for many years and has expanded its line in recent years to include other motorcycle manufacturers as well. We spent the day checking out the many different manufacturing processes that go into making performance products for its customers by the dedicated and passionate Rinehart team. Enjoy! ■

(1 & 2) Final assembly on the headers and slip-on mufflers at Rinehart Racing. Nothing gets past these guys before they package up the product and send out to consumers. (3) Once head pipes are bent and formed, they're placed in the check fixture and checked for height and bend angle accuracy and then moved on to the next process. (4) Rinehart's black end caps helped develop the company's signature. Here's a more updated muffler end cap currently being produced in the CNC mill.



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HANDLEBAR INSTALLATION THE EASY WAY

From Hill Country Custom Cycles

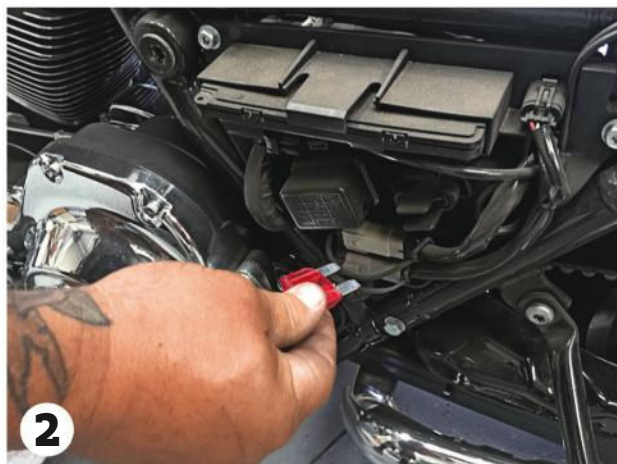
We all come in different shapes and sizes, right? Which is precisely why one rider's handlebar setup might not work very well with another's dimensions. And let's face it: Installing bars these days isn't the easiest of installations since you have to reroute your controls, plumbing, wiring, etc. I believe the last time I checked, a new bar installation at a local dealership was right around \$1,000 for just the service alone. Here's where Hill Country Custom Cycles comes into play. It has a great selection of Hill Country proprietary handlebars to choose from, plus a huge selection from other top manufacturers in the industry, and it streamlines the installation process for you by pre-wiring and installing all the bar components on the new bar for you, making it a plug-and-play kit. Basically, you choose the bars you want, and Hill Country will outfit the new bars with all-new components installed (complete with switch housings and switch wiring already fished internally, master cylinders,

clutch and brake lines, levers, and grips—basically everything you need to simplify the installation). You just need to run your plumbing to the factory parts on the motorcycle, fill with fluids, and off you go. We went with the Complete kit (MSRP \$1,179), which includes a 14-inch tall Hell Bent handlebar (1.5-inch diameter), also available in 12-inch, 14-inch, 16-inch, and 18-inch sizes and was designed for early- and late-model H-D stock 1-inch controls. This bar setup also accepts OEM hydraulic clutch and heated grips, and the mounting

■ As you can see, this is how the new 14-inch Hell Bent bars arrived from Hill Country Custom Cycles: black powdercoated with new brake and clutch master cylinders and levers, new brake and clutch lines already assembled, new H-D factory switch housings/switches, and all internally wired ready to be plugged in and installed.



1 Josh started the installation by removing the right saddlebag in order to access the ABS module underneath the right side cover.



2 Josh then removed the left side cover and pulled the Maxi-Fuse as a safety precaution per his factory service manual's instructions.



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■ Next, Josh needed to get the fuel tank off in order to access the brake lines, which run between the tank and the frame.



■ The factory ignition needed to be removed to gain access to the bars.



■ The gauge cluster also needed to be removed to access the bars too.



■ Josh had the bar area pretty much prepped for removal, so he moved down to the transmission side cover to remove the factory hydraulic clutch line, which will be replaced with a new hydraulic clutch line provided by Hill Country.



■ Next, he wanted to remove the factory brake lines from the factory calipers on the front wheel.



■ With all the plumbing removed from the handlebars, Josh then removed the bars from the bike.



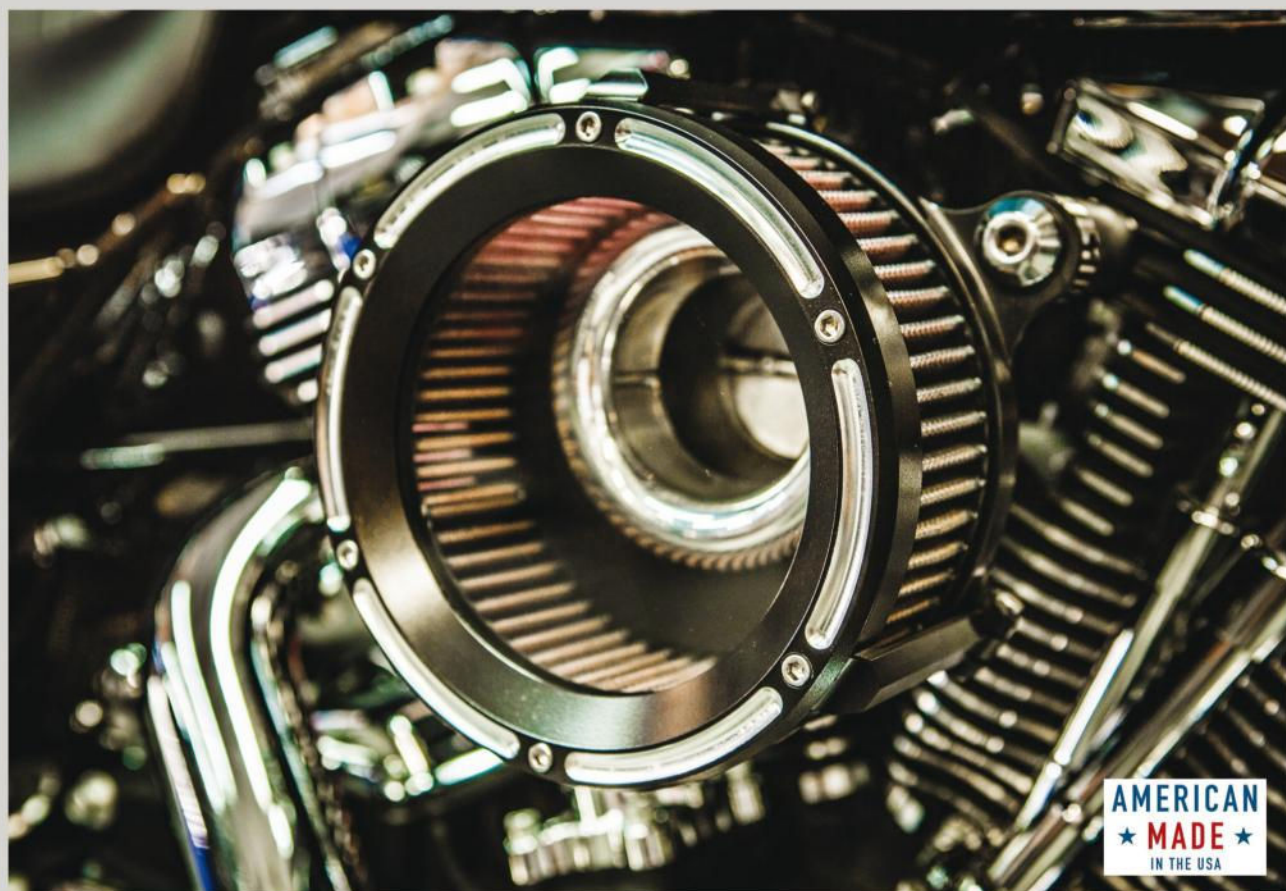
■ Josh started by checking that the length of clutch line was up to snuff. Once it checked out, he installed it to the transmission underneath the side cover and then routed the other end up to where it will be installed on the handlebar clutch master cylinder.



■ Then, he routed the new brake line to the ABS module located behind the right side cover using the supplied copper washers and then up to the brake master cylinder on the bar, also using copper washers.

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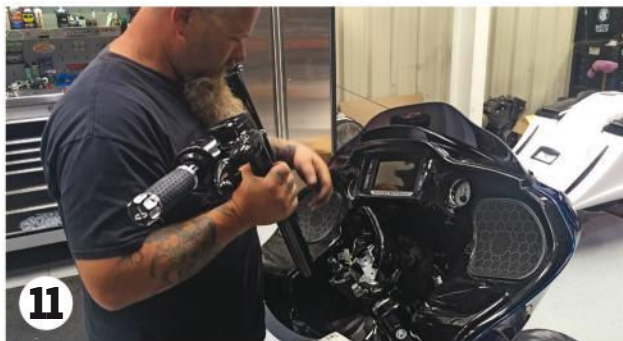


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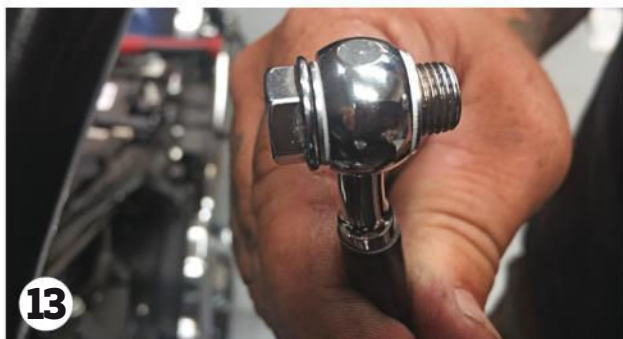
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■ Once the plumbing was routed to the front of the bike, Josh installed the new Hell Bent factory-wired/plumbed bars onto the Road Glide's factory risers.



12

■ Since Josh set the bars exactly where his customer wanted them, here he's just making a couple minor adjustments to the switch housing positioning.



13

■ Next, Josh installed the washers on the brake line and clutch line; he then installed them to their respective master cylinders with new banjo bolts for each that were supplied with the kit.



14

■ He then added DOT 4 brake fluid in both master cylinders and bled the lines with a Vacula Brake Bleeder until the lines were free of air bubbles.

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■ Then he tightened the master cylinder top caps on both. DOT 4 is messy business. Make sure to cover your paint or other finished areas before pouring it into the master cylinders. This stuff eats through paint!



■ Here you can see the new Hill Country Hell Bent 14-inch bars installed. The best part? The hard work was already done for us!



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■ Next, Josh reinstalled the gauge cluster and ignition switch and popped the Maxi-fuse back in, and then he tightened up any other loose ends and installation was complete.

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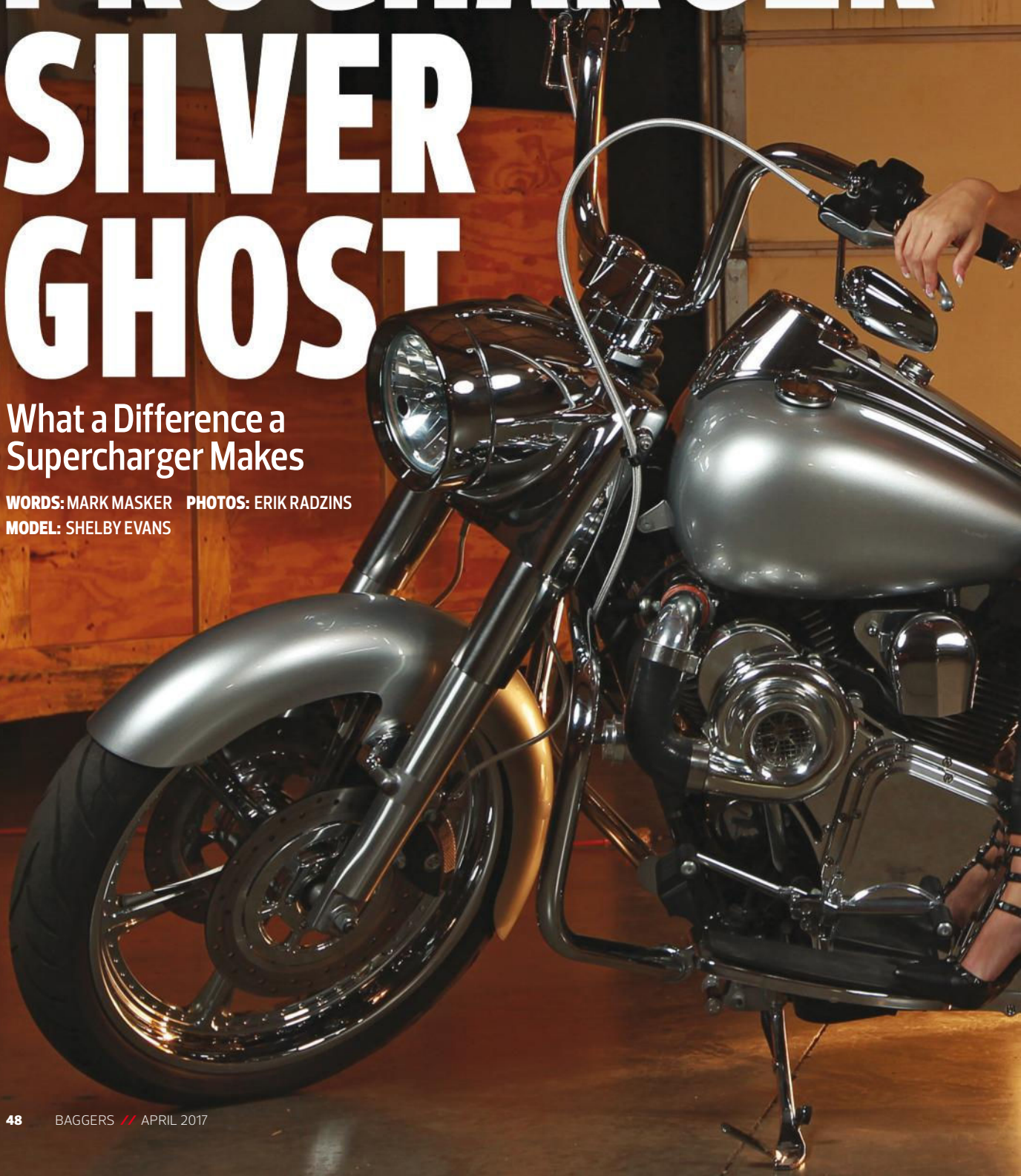
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Supercharger Makes

WORDS: MARK MASKER PHOTOS: ERIK RADZINS
MODEL: SHELBY EVANS





“It had to be something we could beat on but still look good enough to take to shows.” That’s Walt Sipp’s 2009 Road King in a nutshell. You won’t find wild paint, apes reaching the heavens, or stereo system that can wake the dead on it. What you will find is a ProCharger supercharger, run on a bike that’s set up like most of us would have at home. That’s the whole point. Walt’s the V-twin product manager at ProCharger and wanted his daily rider/tester/parts model to show that the company’s supercharger can help not just big-bore mega-motors but also baggers sporting Stage 1 or 2 mods.

Having done a lot of bikes and motors from mild to extremely wild, ProCharger has its game dialed in no matter what someone’s building in a motor. The problem the team faced was that a lot of the guys calling them about superchargers either didn’t want the honkin’ big powerplants or couldn’t afford them. This bagger was a chance to get the word out that even a nearly stock motorcycle could benefit from the use for forced induction—you didn’t need a Stage 4 setup.

Walt found the bike where many of us look for a good deal: online. It sat at a dealership, waiting for a new home. Like any good stray pet, the hog was clean but ugly, hence the good deal. “I wanted to build a cool yet understated Road King to show off and test our products,” he says. “Something that I could ride long distances



comfortably and that would handle mountain road trips with ease.” That’s a bit of a catchall for building a rolling calling card, but with a decade under his belt as a car and motorcycle racer, Walt could handle it.

The key is the approach, of course. Walt didn’t want this to be an elitist machine oozing one-offs and a super-flashy paint job. The point was more of what someone with a stocker with a little money would do. His Road King had to look the part. A lot of this bike is pure Harley-Davidson, either stock or straight out of the P&A catalog. It ain’t all stock or else you wouldn’t be seeing it in this magazine. “There is a lot going on under the covers,” Walt elaborates. “The bike at first glance looks stock until you get into the details. It’s got a stock 96-inch engine with only



small cams and exhaust, but it makes nearly 140 hp using our standard B-1 supercharger and intercooler.”

The big thing on this project was the exhaust because that’s step one for most guys looking to gain more power on a stock bike. Walt’s go-to pipe was a Vance & Hines Competition exhaust. His other priority was selecting a camshaft that works well with a blower kit. “On the 96-inch bike, the Screamin’ Eagle cams are a cheap and easy way to go and still get a

really good power gain,” Walt says. “The duration numbers work really well with a charger application.”

None of this is to say that Walt ignored the whole beautification side of making this Road King shine. Earlier we said it was butt ugly when he found it. Looking at it now, that’s obviously not true. Walt swapped over to RC Components wheels, a set of mini apes, and an FBI front fender to pretty it up. Then he had FBI lay down Liquid Silver paint to finish off his Silver Ghost. ■

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SPECIFICATIONS

GENERAL

SHOP NAME	ProCharger
SHOP PHONE	(913) 338-2886
SHOP WEBSITE	procharger.com
YEAR/MAKE/MODEL	2009/H-D/Road King
ASSEMBLY	Walt Sipp
BUILD TIME	1 month

ENGINE

YEAR/MANUFACTURER	2009/H-D
TYPE/SIZE	96ci with SE-211 cams
BUILDER	Walt Sipp
CASES	H-D
CYLINDERS	H-D
HEADS	H-D
ROCKER BOXES	H-D
EFI/CARB	Daytona Twin Tec
AIR CLEANER	ProCharger
EXHAUST	V&H Competition Series
SPECIAL FEATURES	ProCharger Supercharger

TRANSMISSION

YEAR/MANUFACTURER	2009/H-D
CASE	H-D

CLUTCH	AIM VP ProCharger
PRIMARY DRIVE	H-D

FRAME

YEAR/MANUFACTURER/TYPE	2009/H-D
RAKE	Stock
STRETCH	None

SUSPENSION

MANUFACTURER FRONT	Öhlins Cartridge
LENGTH	1 in. under
TRIPLE TREES	Stock
MANUFACTURER REAR	Öhlins
SPECIAL FEATURES	Arlen Ness 1-in. drop

WHEELS, TIRES, AND BRAKES

MANUFACTURER FRONT-TYPE	RC Components
WHEEL HEIGHT/WIDTH	21 in.
TIRE HEIGHT/WIDTH	Avon
CALIPER	RC Components
ROTOR	RC Components
MANUFACTURER REAR	RC Components
TIRE HEIGHT/WIDTH	200mm Avon

CALIPER	RC Components
ROTOR	RC Components

FINISH-PAINT

COLOR	Liquid Silver
PAINTER	Fat Baggers Inc.

ACCESSORIES

FRONT FENDER	Fat Baggers Inc.
REAR FENDER	H-D
GAUGES	Dakota Digital
GAS TANK/CAP	H-D
GAUGES	H-D
OIL TANK	H-D
HANDLEBARS	H-D Mini Apes
HAND CONTROLS/GRIPS	H-D
FOOT CONTROLS/PEGS	H-D
HEADLIGHT	H-D
TAILLIGHT	H-D
TURN SIGNALS	H-D
LICENSE MOUNT	H-D
SEAT	H-D
SADDLEBAGS	H-D
SADDLEBAG LATCHES	H-D

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2017 CVO STREET GLIDE

Harley-Davidson's top of the touring food chain

WORDS: MORGAN GALES PHOTOS: JUSTIN GEORGE





Growing up, I had that one “cool” neighbor on the corner with a killer collection of Harleys in the garage and nudie calendars on the wall. I would go skating back and forth in front of his house trying to catch a glimpse of those calendars and know that, happy to have an audience, he would eventually invite me in and start up one of the bikes. There was a Shovelhead he had owned for ages that he always seemed to be tinkering on, but of all the bikes that he loved to rev up and reminisce on, the one he would pull out of the driveway every day looking like it had just gotten a fresh coat of wax from the detailer was his purple CVO Electra Glide.

My neighbor’s CVO (Custom Vehicle Operations) Electra Glide meant that he had made it, and maybe he had. Aside from a teenager with his first bike, I hadn’t seen a motorcycle make someone this happy. When you’ve been bleeding black and orange most of your life, H-D’s CVO is the top of the factory food chain. There are many of us who would customize our bike over a longer period of time, most notably because we have to wait for our paychecks, but for the die-hard Harley-Davidson fanatics, the CVO is the peak of factory customization. Nearly 20 years later, I’m throwing a leg over the 2017 Harley-Davidson CVO Street Glide, and it all makes sense. As if the comfort and performance weren’t enough, the jealous stares from guys twice my age, easily making 10 times my salary, don’t hurt either.

When you buy a CVO, you get things that aren’t available on any other Harley-Davidson model. The most important of those things to me is the beefy new Twin-Cooled 114 Milwaukee-Eight. This engine is awesome. It’s smooth, torquey, and has great power throughout the entire rpm range. It’s loud when you want it but with no mechanical noise—just that deep exhaust note we’re looking for. Compared to the 107’s 111.4 pound-feet of torque, the 114 puts out 124, which is a pretty noticeable difference to say the least. Chrome dual exhaust with 4-inch touring mufflers come standard, as well as a high-flow air cleaner just to hop things up even further.

With the Milwaukee-Eight update, suspension was upgraded across the entire Touring line. New dual-bending valve front suspension and rear emulsion shocks that are easily adjusted make what used to be weak points in H-D’s Touring models now some of their strongest



features. The high-end Brembo linked brakes with ABS come stock, making another area that used to need an upgrade now perfectly sufficient. High speeds and low, tight turns and sweepers, the Street Glide held steady and smooth.

When it comes to style, aside from four paint and two wheel options, you're putting your trust in Harley's hands on this one—not that that's necessarily a bad thing. You get the best of everything the factory has to offer from the chrome front end to the Airflow Collection of covers, floorboards, grips, and whatnot. If it's an option, it's been upgraded. The paint sets on CVO models aren't available anywhere else and are just about the best-looking paint you can get from any OEM. The gloss is thick and deep, and the flake is vibrant, even on the black. Those in the know can recognize a CVO paint job a mile away, and their exclusivity is one of the most desired aspects of the line.

The infotainment and stereo system on this bike don't just work; they've been totally re-engineered and sound loud and clear even at highway speeds. A 6.5-inch touchscreen display allows easy access to the GPS, radio, Bluetooth, satellite radio, and much more. Boom! Stage II three-way speakers are installed in the fairing and powered by a 300-watt amp, with a separate amp channel for the cone woofer, and another one

powering the midrange and tweeter. An all-new custom-tuned static and dynamic equalizer keeps your music crisp throughout the revs, raising the volume of your audio along with the noise of your engine. That factory sound system that drops out at anything over 50 mph is no more. This one actually had me wearing my open face to enjoy the stereo and leaving the SENA headset at home for once!

Getting the best The Motor Company has to offer doesn't come cheap, however, which is part of what made it such a status symbol for my neighbor back in the day. At almost \$38K, there's a reason these bikes are exclusive. Unlike many customs, the CVO is obviously customized while not being too loud or over the top. There's a classy contrast-cut 19-inch front wheel, not some 31-inch monster screaming for attention. It's built to look as good as it can but also function as one of the best touring bikes on the market, which it does. For me, in my late 20s, a CVO is unobtainium, and honestly, I would rather put together something totally unique if I'm going to be spending anywhere close to that amount of money. But if you're looking for a bike that says you've made it, without looking like you're going through a midlife crisis, the CVO Street Glide is one damn fine motorcycle. ■

SPECIFICATIONS

MODEL	2017 CVO Street Glide
MSRP	Starting at \$37,799
ENGINE	Twin-Cooled Milwaukee-Eight 114
BORE	4 in.
STROKE	4.5 in.
DISPLACEMENT	114ci
COMPRESSION RATIO	10.5:1
FUEL SYSTEM	Electronic Sequential Port Fuel Injection (ESPFI)
PRIMARY DRIVE	Chain, 34/46 ratio
EXHAUST	Chrome dual exhaust with 4-in. touring mufflers and touring muffler shields
WHEELS, FRONT TYPE	Mirror Chrome Aggressor Custom
WHEELS, REAR TYPE	Mirror Chrome Aggressor Custom
BRAKES	32 mm, 4-piston fixed front and rear
ENGINE TORQUE TESTING METHOD	J1349
ENGINE TORQUE	124 ft.-lb. @ 3250 rpm
FUEL ECONOMY, COMBINED CITY/HWY	43 mpg
LENGTH	96.7 in.
SEAT HEIGHT, LADEN	26.3 in.
SEAT HEIGHT, UNLADEN	27.2 in.
GROUND CLEARANCE	4.9 in.
RAKE (STEERING HEAD)	26°
TRAIL	6.7 in.
WHEELBASE	64.0 in.
TIRES, FRONT	130/60B19 61H
TIRES, REAR	180/55B18 80H
FUEL CAPACITY	6.0 gal.
OIL CAPACITY, (W/ FILTER)	5.0 qt.
WEIGHT, AS SHIPPED	833 lb.
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Follow along as we install the Flash2Pass system on a Harley-Davidson Street Glide. ■

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■ With the new receiver wired up we moved to our bike, the Street Glide, and wired in the controller into the two high-beam wires and stored it inside the fairing behind the light.



■ After we slapped the headlight back on we rolled the bike up to the garage door for testing. And just as described with a flash of the high beams the door opened. It's much more convenient, and we didn't have to change the look of the bike's switches!



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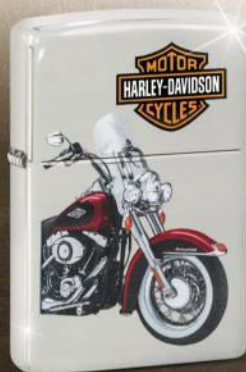
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DARK HORSE IN THE WILD

Camtech Custom Baggers' Multi-Trick Pony

WORDS: JOHN MATA JR.

PHOTOS: DON KATES



When most people think of custom baggers, their minds most likely drift off to forming an image of a tricked-out Harley-Davidson Touring model. More often than not, this particular mental picture isn't too far from reality. It's impossible to deny that the vast majority of customized baggers out there do sport an H-D badge, but there are increasingly more in the "others" category that are starting to make their way to the center stage. Allow us to introduce you to one of these bikes in particular: Carson Baker's 2016 Indian Dark Horse.

This cruiser-turned-bagger is different than any other Indian you've ever seen and is certainly a piece of eye candy that Carson isn't used to indulging in. "Baker American Cycles is our Indian Motorcycle dealership in Fayetteville, North Carolina," he says. "We've only been open for 18 months, but we pride ourselves on doing things a little differently than normal." Boy, does this guy mean exactly what he says, or what? He wanted a statement machine to display at the shop that showcased the true potential of any of the bikes they have available on their sales floor. Personal taste may differ from customer to customer, but what he was after was a motorcycle that was undeniably badass—something that somebody from any custom background could look at and stand speechless for a minute or two.





To help bring the vision to fruition, Carson contacted his fellow Carolinians to the north at Camtech Custom Baggers. After some initial idea swapping over the phone, he made the drive to leave his brand-new Dark Horse in their care. "All I had to tell the guys at Camtech was that I wanted to see this Indian bagger pushed as far as any other Harley out there at shows or in the magazines," Carson says. "Aside from that, I just suggested three paint colors I wanted to see on the bike, and they took it from there."

The concern about Indian bikes not getting as much attention as their peers is valid, and with there being so much of an under representation among the masses out there, the build could've been taken in many very different directions and still achieved a level of praise for the effort to attempt to "catch up" with the mainstream.

Well, Carson and the Camtech crew aren't really about receiving participation awards. They play hardball at all times and keep the big guns aimed high. The plan of action for the Dark Horse was assessed, and a six-week turnaround was proposed for the transformation. There was no rush or hurry of any kind, but Camtech is capable of handling 99 percent of a complete motorcycle build under their own roof. This shaves so much time off of the general stop-and-go, load-and-unload process that goes along with having to

deal with multiple shops throughout the many phases of an extensive project. That 1.5-month window would prove to be enough time to magically transform a respectable dealership condition stock bike into an award-winning innovation that fanatics of all motorcycle makes would soon envy.

The Camtech crew built around the factory Thunder Stroke 111ci V-twin because why mess with a good thing? Instead, the guys focused their time on a full front air-ride system as well as hooking up a rear air system by Tricky Air. A big 10-spoke, 30-inch hoop from Gorby's Machine was selected to be the centerpiece of the front end, which was probably the trickiest part of the build to pull off. "Raking the neck on the bike was by far the most challenging portion of the entire process," Carson says matter-of-factly. "The final result was worth the effort, as the bike has been aired out in the front with the factory Indian forks still present and intact."

As far as body modifications, Camtech threw their own skirted front fender, handlebars, and seat designs at the Dark Horse. From there, they called on Azzkikr for the rear fender and Dirty Bird Concepts for the nacelle and grips and pegs. The heaviest visual impact is made by the striking paint job that was applied by Camtech at their compound. The guys there can really handle it all, and it's the

paint that lures in wandering eyes and locks down the attention span from there. Carson had originally sought out using Camtech for his Indian project based on the accolades they've received from their paintwork but has come to respect every other facet they have to offer as well.

"I've always heard how great Camtech's paintwork was, and you can look at this bike 10 times and still see something new each time." Sure, there are painters out there who are also good with the wrench, but when you can expect a shop to deliver a finish as detailed as this one on top of everything else, it defeats the need to seek out any additional help. "The attention that Camtech puts into their bike builds is amazing," Carson says. "The finishing touch that they added to the bike was the paw print of my dog that I lost to cancer this year. It really added that personal finishing touch for me that I appreciate so much."

Is this the first custom Indian that there's ever been? Well, no, but it may very well be one of the coolest, especially in the bagger department. The fact that it belongs to the owner of an Indian Motorcycle dealer just makes it that much more of an important piece. Not only does this bike stand as an inspiration piece to build more Indians, but it's also another example that there are still boundaries to push—with any motorcycle make. ■





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SPECIFICATIONS

GENERAL

BIKE OWNER	Carson Baker
SHOP NAME	Camtech Custom Baggers
SHOP PHONE	(843) 552-0336
SHOP WEBSITE	camtechcustom.com
YEAR/MAKE/MODEL	2016/Indian/Dark Horse
FABRICATION	Camtech
ASSEMBLY	Camtech
BUILD TIME	6 weeks

ENGINE

YEAR/MANUFACTURER	2016/Indian
TYPE/SIZE	111ci
BUILDER	Indian
CASES	Indian
CYLINDERS	Indian
HEADS	Indian
ROCKER BOXES	Indian
EFI/CARB	EFI
AIR CLEANER	Indian
EXHAUST	Dirty Bird Concepts
SPECIAL FEATURES	Cams and large throttle body

TRANSMISSION

YEAR/MANUFACTURER	2016/Indian
CASE	Indian
CLUTCH	Barnett
PRIMARY DRIVE	Indian

FRAME

YEAR/MANUFACTURER	2016/Indian
RAKE	47°
STRETCH	2 in.

SUSPENSION

MANUFACTURER FRONT	Camtech
MANUFACTURER REAR	Tricky Air

WHEELS, TIRES, AND BRAKES

MANUFACTURER FRONT-TYPE	Gorby's Machine
WHEEL HEIGHT/WIDTH	30 in.
MANUFACTURER REAR	Stock
WHEEL HEIGHT/WIDTH	16 in.
CALIPER	Indian
ROTOR	Indian

FINISH-PAINT

PAINT COLOR	Red/Black/Gray
PAINTER	Camtech
GRAPHICS	Camtech

ACCESSORIES

FRONT FENDER	Camtech
REAR FENDER	Azzkikr
FAIRING/WINDSCREEN	Dirty Bird Concepts nacelle
GAUGES	Indian
GAS TANK/CAP	Indian
DASH	Indian
OIL TANK	Indian
HANDLEBARS	Camtech
HAND CONTROLS/GRIPS	Dirty Bird Concepts
FOOT CONTROLS/PEGS	Dirty Bird Concepts
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END OF AN ERA

Victory Motorcycles Ceases Operations

WORDS: MORGAN GALES PHOTOS: MONTI SMITH

EDITOR'S NOTE: *I wrote this review a month before receiving the news that Polaris would be ceasing production of Victory Motorcycles. It came as a major shock to me, and honestly, I'm pretty sad about it. From the more recent release of the Octane to this here Magnum X-1, Victory made some amazing motorcycles during its tenure. Not everyone dug their style, but they were new and different. As a company without a ton of heritage, they were free to push the envelope in a way other American V-twin brands aren't. I'll truly miss Vic's unapologetic, aggressive style. From the polarizing Vision line, to the Hammer, Vegas, Gunner, and many more; I'll miss this bike most of all. With more than 13,000 miles together, it's all been smooth roads and good times. Victory is currently liquidating assets but will continue producing parts for their entire line of motorcycles for the next 10 years.*

As I was parking, I watched the furrowed brows and puzzled expressions of the older dudes who had gathered around the Victory Magnum X-1 I was riding. I could see the, "What the heck is that kid doing on a bagger?" look all over their faces. They were expecting a peer, not some young punk. Sure, it might not be what your average millennial would pick out of a lineup, or even what I would have gone for before starting at *Baggers*, but after spending 12,000 miles on Victory's hot-rod bagger, I can't think of a better bike to show me the light.

I was hired on to the *Baggers* staff at 25 years old and was far from the typical demographic at the time. I had owned a huge range of stylistic vintage bikes and backyard customs over the years because they were cheap, cool looking, and easy to work on, but I had never spent much time on a full dresser. The term "dad bike"

was thrown around often in my naiveté. While it did take a little bit of convincing, it was the Victory Magnum X-1 that showed me how a bagger can be the perfect blend between motorcycle fashion and function.

The first bike I ever got to test with *Baggers* was actually a 2015 Victory Magnum X-1, and while the paint was the only significant difference between that model and this, to me it was a completely different bike. It had some sort of radical black/red/silver sort of tribal pinstriped, gloss paint job that made my eyes hurt. For what it was, it was executed well; it was just very far from my style and wasn't doing much in the way of convincing me that touring bikes are the new cool. But the ride... I remember once I got over the size and riding a bike that was so much larger than what I was used to, it was surprisingly nimble and, most of all, incredibly comfortable.







About a year later, after testing everything I could get my hands on and now more confident and knowledgeable in all things touring bikes, I got my hands on this here Stealth Edition Victory. The matte paint job completely changed the style of the bike in my eyes. What last year was a big old showboat now became a much more tasteful machine. The 21-inch contrast-cut front wheel that seemed over the top with the wild paint from 2015 now just looked strong and well balanced with the contrast cut of the engine. The hard angles of the bodywork were more visible also, with the matte paint catching light and accenting the unique shapes of the fenders, gas tank, and fairing. Victory had toned down the paint while perfectly classing up the joint.

Now, I've had this bike for eight months and it has just about 12,000 miles on it. We have plenty of other bikes that need testing as well, but when I am finished putting my miles on those and feel like I have a good grasp on how the bike I'm reviewing performs, it's always nice to come home to the Victory. It's what I now choose out of the lineup damn near every time. It has a way of making long miles seem easy and is uncharacteristically nimble, torquey, and fun for short trips around town. In those 12K miles, I have kept up with regular service intervals and changed a couple of tires (as I am a big fan of spinning that

back wheel), but other than that, it has been totally worry-free.

There are a few big selling points for me on this bike, the first one being the suspension. On a good number of other touring models, you'll get full-blown tank slappers throwing into a turn over 90 mph. The Victory holds stable at triple-digit speeds through the sweepers but still manages to smooth out the bumps for an easy ride on the straights.

The second strong suit here is the engine. In a world of pushrod engines that rev up to about 4,500 rpm and then stop giving you any more horsepower, the Freedom 106 continues to climb throughout the entire range. Strong torque and smooth, steady horsepower make this powerplant a solid win. Not to mention the big barrels look great without pushrods.

Lastly, and what made a huge difference for me personally, was the fit. I'm 6-foot-4 and easily feel cramped on a wide variety of bikes. Sure, there are always options for handlebars, seats, and foot controls to space you out a little bit and change your riding position, but being able to hop right onto the bike and have it just fit was absolutely incredible.

In my naiveté, I thought that baggers were an old man's game. I couldn't have been more wrong. The Victory Magnum X-1 showed me that comfort, performance, and style can live in harmony, and when they do, I'm one happy rider. ■

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23" Wheel Installation Kit
for HD Touring Models
\$1495.00

- NO FRAME CUTTING
- USES STOCK FENDER
- HHL 3" triple trees
- Chrome fender brackets
- Chrome fork legs (fully assembled)

APE HANGER KITS

for HD Softail, Dyna, Sportster Models

Pre-Wired Kits

starting at:
\$489.95

- Chrome or Black 10-20 inch bars
- Stainless steel lines and cables
- Pre-wired w/ connectors and switches
- Plug & Play

Basic Kits

starting at:
\$379.95

- Chrome or Black 10-20 inch bars
- Stainless steel lines and cables
- Handlebar wiring extensions



APE HANGER KITS

for HD Touring Models

This complete package includes everything you need to install apes on any 1997-2015 Harley touring model. Included is a set of our 1 1/4" FAT ape hangers with all of the stainless cables and brake lines to fit. These bars are pre-wired with chrome switches and the connectors are installed on the wires ready for you to plug in.

Complete Bagger Ape Hanger Kits

starting at:
\$899.95

- Chrome or Black 10-20 inch bars
- Stainless steel lines and cables
- Pre-wired w/ connectors & switches
- Plug & Play Setup (optional)

Basic Bagger Kits

starting at:
\$479.95

- Chrome or Black 10-20 inch bars
- Stainless steel lines and cables
- Handlebar wiring extension kit

Complete Kits

starting at:
\$639.95

- Chrome or Black 10-20 inch bars
- Stainless steel lines and cables
- Pre-wired w/ plug & play connectors
- Hand controls and switches

If we sell it, we can wire it the way you want!



Wheels In Stock & Ready To Ship



Call us today for "HUGE SAVINGS" on Wheel & Tire Packages

MAJESTIC

HELIX

NITRO

DRIFTER

- Kits available for 2014 & 2015 Touring models
- No hassle wiring
- Cut installation time in half
- PLUG & PLAY wiring with connectors
- Precise length cables included
- Available sizes: 10, 12, 13, 14, 15, 16, 18, 20, 22, 24 inch
- Chrome or black finish available
- Options for HEATED GRIPS available (Please Call or Email)

RCXHAUST



We Need More Power!

Big Boar's 1,000-Amp Battery Install

Bigger is always better, right? Following that logic, the 1,000-amp battery from Big Boar Products must be amazing! Coming in at \$265, it is significantly more than just replacing with an OEM battery, but you don't get 650cca with an OEM battery! This stands for 650 cold-cranking amps. Having 650cca would be important for high-compression engines or for colder-climate riders. It is a higher rating than stock, providing more power to get your starter spinning and ultimately cranking over that high-compression engine.

We installed this in a 2009 Harley-Davidson Road King that we have had as a project for the past year. The Road King has higher compression due to the Screamin' Eagle Stage IV kit installed. We have automatic compression releases installed, but having more juice behind that starter means faster starts and less strain and heat on the starter, resulting in a longer starter life.

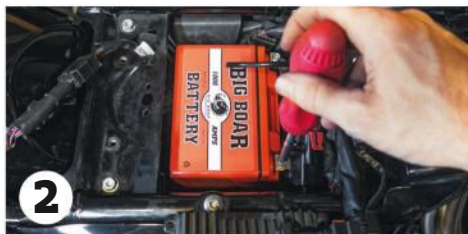
Follow along as we swap out the OEM battery for the new beast of a battery, the Big Boar 1,000-amp! ■



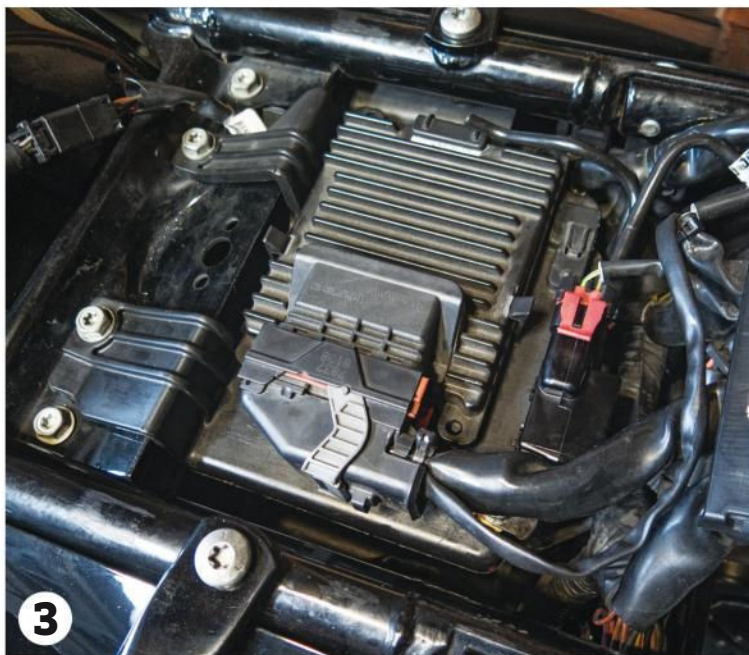
■ Our bright-orange 1,000-amp Big Boar battery ready to get installed in the '09 Road King.



■ Starting off, make sure you pull the main fuse before starting to disconnect the terminals (located under the right side cover). With the fuse pulled we went ahead and removed the positive and negative terminal wires, starting with the negative wire (black), from the stock battery and pulled the battery out of the bike.



■ With the old battery out we wasted no time and dropped in the new Big Boar 1,000-amp Battery and tightened down the negative and positive terminals starting with the positive wire (red).



■ With the new battery installed we plugged in the main fuse and reinstalled the ECM on top of the battery in its brace, and just like that we had our new battery installed and ready to work!

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Crush Washer Relief Channel
Heavy Duty Neck

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- All lines are CAD/CAM designed, manufactured in-house, bike specific. Banjo fittings incorporate a crush washer relief channel to ensure a proper seal and our fittings are the same as those found stock on Ferrari, Lamborghini, KTM and Ducati.

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HaulMaster **SUPER COUPON**

72" x 80" MOVING BLANKET
ITEM 69505/62418/66537 shown

Customer Rating **★★★★★**

SAVE 66%

SUPER COUPON
\$5.99 ~~\$8.99~~ comp at **\$17.97**

24182264

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HaulMaster **SUPER COUPON**

17 FT. TYPE I A MULTI-TASK LADDER
ITEM 62514/62656/67646 shown

Customer Rating **★★★★★**

SAVE \$161

SUPER COUPON
\$119.99 ~~\$139.99~~ comp at **\$281.87**

24068054

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CENTRALPNEUMATIC **SUPER COUPON**

20 OZ. GRAVITY FEED SPRAY GUN
ITEM 47016 shown/67181/62300

Customer Rating **★★★★★**

SAVE 79%

SUPER COUPON
\$9.99 ~~\$15.99~~ comp at **\$49**

24155090

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HaulMaster **SUPER COUPON**

MOVER'S DOLLY
ITEM 60497/33338 shown/61899/62399/63095/63096/63098/63097

Customer Rating **★★★★★**

SAVE 59%

SUPER COUPON
\$7.99 ~~\$10.99~~ comp at **\$19.97**

24086327

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CHICAGO ELECTRIC **SUPER COUPON**

170 AMP MIG/FLUX WIRE WELDER
ITEM 61888/68885 shown

Customer Rating **★★★★★**

SAVE \$330

SUPER COUPON
\$169.99 ~~\$184.99~~ comp at **\$499.99**

24140277

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SUPER COUPON

20% OFF

ANY SINGLE ITEM

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, automotive lifts, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trailers, trenchers, welders, Admiral, Badland, Bauer, Bremen, CoverPro, Creekstone, Daytonia, Diablo, Doyle, Drummond, Earthquake, Franklin, Hercules, Hot, Jupiter, Lynox, Maddox, Portland, Predator, Quinn, StormCat, Tailgator, Union, Viking, Vulcan. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 6/14/17.

24097481

PITTSBURGH MOTORCYCLE **SUPER COUPON**

1000 LB. CAPACITY MOTORCYCLE LIFT
ITEM 69904/68892 shown

Customer Rating **★★★★★**

SAVE \$750

SUPER COUPON
\$299.99 ~~\$429.99~~ comp at **\$1049.99**

24207328

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PITTSBURGH **SUPER COUPON**

32 PIECE SCREWDRIVER SET
ITEM 61259/90764 shown

Customer Rating **★★★★★**

SAVE 56%

SUPER COUPON
\$5.99 ~~\$8.99~~ comp at **\$13.67**

24167470

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drill master **SUPER COUPON**

4-1/2" ANGLE GRINDER
ITEM 69645/60825 shown

Customer Rating **★★★★★**

SAVE 50%

SUPER COUPON
\$9.99 ~~\$14.99~~ comp at **\$20.13**

24153458

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US GENERAL PRO **SUPER COUPON**

30", 5 DRAWER TOOL CART
ITEM 69397/61427/63308/95272 shown

Customer Rating **★★★★★**

704 lb. capacity

SAVE \$235

SUPER COUPON
\$164.99 ~~\$189.99~~ comp at **\$399.99**

24188653

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CENTRALPNEUMATIC **SUPER COUPON**

2.5 HP, 21 GALLON, 125 PSI VERTICAL AIR COMPRESSOR
ITEM 69091/61454/61693/62803/67847 shown

Customer Rating **★★★★★**

SAVE \$296

SUPER COUPON
\$149.99 ~~\$179.99~~ comp at **\$446.61**

24072422

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CENTECH **SUPER COUPON**

12 VOLT DELUXE BATTERY MAINTAINER AND FLOAT CHARGER
ITEM 63161/62813/61911 shown

Customer Rating **★★★★★**

SAVE 75%

SUPER COUPON
\$14.99 ~~\$19.99~~ comp at **\$59.99**

24175137

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COVER PRO **SUPER COUPON**

10 FT. x 17 FT. PORTABLE GARAGE
ITEM 62859/63055/62860 shown

Customer Rating **★★★★★**

SAVE \$103

SUPER COUPON
\$199.99 ~~\$283.50~~ comp at **\$283.50**

24111972

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PITTSBURGH AUTOMOTIVE **SUPER COUPON**

#1 SELLING JACKS IN AMERICA

RAPID PUMP® 3 TON ALUMINUM RACING JACK
ITEM 68052 shown/62248/62530

Customer Rating **★★★★★**

WEIGHTS 56 lbs.

3-1/2 Pumps Lifts Most Vehicles

SAVE \$90

SUPER COUPON
\$169.99 ~~\$179.99~~ comp at **\$259.99**

24216078

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WARRIOR **SUPER COUPON**

29 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL DRILL BIT SET
ITEM 62261/61637 shown

Customer Rating **★★★★★**

SAVE 78%

SUPER COUPON
\$12.99 ~~\$19.99~~ comp at **\$59.98**

24166748

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PITTSBURGH AUTOMOTIVE **SUPER COUPON**

1 TON CAPACITY FOLDABLE SHOP CRANE
ITEM 69445/61858/69512 shown

Customer Rating **★★★★★**

SAVE \$169

SUPER COUPON
\$99.99 ~~\$179.99~~ comp at **\$269**

24141889

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CENTRAL MACHINERY

SUPER COUPON

12 TON SHOP PRESS

Customer Rating
★★★★★

- Pair of arbor plates included
- Raise and lower table for the best working distance possible

ITEM 33497
60604 shown

SAVE \$79

SUPER COUPON
\$9999
~~\$12499~~
comp at \$179

24264943

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SUPER COUPON

FREE

WITH ANY PURCHASE

CENTECH 7 FUNCTION DIGITAL MULTIMETER

ITEM 90899 shown
98025/69096

\$1645
VALUE

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 6/14/17. Limit one FREE GIFT coupon per customer per day.

24263770

HARDY

SUPER COUPON

MECHANIC'S GLOVES

SIZE	ITEM
MED	62434/62426
LG	62433/62428
X-LG	62432/62429

SAVE 60%

YOUR CHOICE **\$399**
~~\$599~~
comp at \$9.98

24284641

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BADLAND

SUPER COUPON

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

Customer Rating
★★★★★

ITEM 61258 shown
61840/61297/68146/63476

SAVE \$65

SUPER COUPON
\$5499
~~\$8999~~
comp at \$119.99

24219947

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PREDATOR GENERATORS

SUPER COUPON

4000 PEAK/3200 RUNNING WATTS 6.5 HP (212 CC) GAS GENERATORS

ITEM 69729/63080/69676/63079 shown
ITEM 69675/69728/63090/63089 CALIFORNIA ONLY

• 70 dB Noise Level

SAVE \$149

SUPER COUPON
\$28999
~~\$30999~~
comp at \$439

24259117

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HaulMaster

SUPER COUPON

1195 LB. CAPACITY 4 FT. x 8 FT. FOLDABLE HEAVY DUTY TRAILER

Customer Rating
★★★★★

ITEM 62648/62666
90154 shown

• DOT certified tires

SAVE \$140

SUPER COUPON
\$20999
~~\$399.99~~
comp at \$399.99

24221240

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Other good while supplies last. Non-transferable. Original coupon must be presented. Valid through 6/14/17. Limit one coupon per customer per day.

CHICAGO ELECTRIC

SUPER COUPON

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW WITH LASER GUIDE

ITEM 61869/61970/69684 shown

SAVE \$199

SUPER COUPON
\$13999
~~\$15999~~
comp at \$339

24237501

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Other good while supplies last. Non-transferable. Original coupon must be presented. Valid through 6/14/17. Limit one coupon per customer per day.

HaulMaster

SUPER COUPON

ALUMINUM MOTORCYCLE WHEEL CLEANING STAND

Customer Rating
★★★★★

ITEM 98800
• 500 lb. capacity

SAVE 59%

SUPER COUPON
\$1699
~~\$2199~~
comp at \$42

24245099

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Other good while supplies last. Non-transferable. Original coupon must be presented. Valid through 6/14/17. Limit one coupon per customer per day.

CHICAGO ELECTRIC WELDING

SUPER COUPON

ADJUSTABLE SHADE AUTO-DARKENING WELDING HELMET

ITEM 61611
46092 shown

SAVE 50%

SUPER COUPON
\$3999
~~\$4999~~
comp at \$79.99

24252492

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PITTSBURGH

SUPER COUPON

TORQUE WRENCHES

• Accuracy within ±4%

Item 239 shown

SAVE 77%

YOUR CHOICE
\$999
~~\$2199~~
comp at \$44.35

DRIVE	ITEM
1/4"	2696/61277
3/8"	807/61276
1/2"	62431/239

24217826

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HaulMaster

SUPER COUPON

TRIPLE BALL TRAILER HITCH

ITEM 61914

SAVE 68%

SUPER COUPON
\$1999
~~\$2199~~
comp at \$65.62

24236957

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PITTSBURGH

SUPER COUPON

MULTI-USE TRANSFER PUMP

ITEM 62961/63144
61364/64418 shown

SAVE 59%

SUPER COUPON
\$4999
~~\$12.39~~
comp at \$12.39

24277988

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Other good while supplies last. Non-transferable. Original coupon must be presented. Valid through 6/14/17. Limit one coupon per customer per day.

CENTECH

SUPER COUPON

3-IN-1 PORTABLE POWER PACK WITH JUMP STARTER

ITEM 38391/62376
62306 shown

SAVE 26%

SUPER COUPON
\$4799
~~\$5999~~
comp at \$64.99

24281468

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New Products

AQUATIC AV 6.5-inch Speakers

The AQ-SPK6.5-4HB high-performance waterproof speakers, rated at 360W max power output (180W RMS) per pair, deliver outstanding audio quality and volume even when you're traveling at speed. To further enhance the listening experience, the 1-inch silk tweeter can be rotated 360 degrees to direct the sound exactly where you need it. The AQ-SPK6.5-4HB speakers feature a complex-fiber cone, silk tweeter, and aluminum basket to achieve a superior acoustic performance and also to create a great-looking speaker. They come complete with black grilles, mounting rings, and mounting hardware for easy installation into your Harley-Davidson motorcycle. Model years 1998–2013 require installation of the grille and mounting ring (included), and 2014–later model years do not require the grille or mounting ring.

\$449.95 // aquaticav.com



PERFORMANCE MACHINE

Fork Braces

PM's new Fork Brace is currently available for 39mm, 41mm, and 49mm fork tube applications and is designed to be modular for easy installation. Integrated dust covers and a split design allow for installation to be completed without removal of the fork legs. Constructed to be lightweight and available in multiple finishes, the Fork Brace is a perfect match to any existing PM accessories currently found on your motorcycle.

\$259.95 // performancemachine.com



CUSTOM DYNAMICS TruBEAM 4.5-inch Halo Passing Lamps

Introducing the TruBEAM Halo Passing Lamps—now with a built-in LED Halo. With the new built-in Halo, TruBEAM Halo Passing Lamps offer a perfect match to the company's Dynamic Ringz and TruBEAM Headlamps, completing the Custom Dynamics look on the front of your Harley-Davidson Touring model. Boasting an impressive 1,052 lumens, these passing lamps provide massive amounts of light to increase safety and visibility on the road ahead. Install the TruBEAM with ease because the units are completely plug and play. Available in chrome or black chrome.

Contact for price // customdynamics.com



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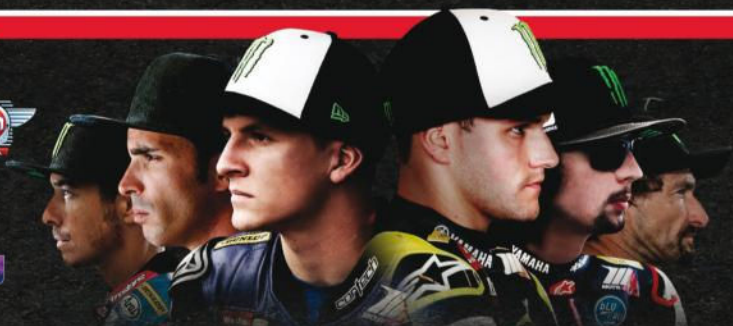
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\$99 // mychanic.us



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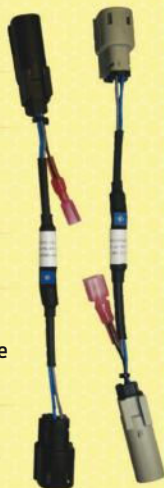
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STYLIN' CVO

// Bill Landrum, who hails from Walton, Kentucky, grew up in a custom-car family and is definitely not the type to leave his vehicles alone without making them his own. Bill purchased this 2016 Street Glide CVO brand new from Man O'War Harley in Lexington, Kentucky, in March of last year. He took it to Daytona Beach Bike Week, and after seeing at least 25 other CVOs exactly like the one he just purchased, Bill decided there were too many bikes just like his, so when he got back from Bike Week he started planning a major overhaul and complete customization to fit his tastes and be different than any of the other CVOs he's seen. Once Bill ordered all of his parts, he worked with nearby Boitnott's Custom Paint and Body shop using the same Candy Red metalflake CVO paint, which the paint shop had to perfectly match, as well as adding some two-tone silver and some graphics. After all was said and done, Bill and his buds recently returned from Daytona Biketoberfest and his bike was well received.



Bill's parts list:

12-inch Vindikta bagger bars, Rinehart True Dual exhaust with 4-inch mufflers, Legend Air Ride suspension, Paul Yaffe gas tank, Top Shop Minister rear CVO style fender, Top Shop 4-inch stretched

bags, Top Shop stretched side covers, HHI Neck kit, Renegade Whistler 16-inch rear wheel, Renegade Whistler 23-inch front wheel, Le Pera Sorrento 2-up seat, Custom Dynamics red LED lights

FULL BLACKOUT

// Mike Dunkel forwarded some photos of his new 2017 Ultra Limited that's received the Street Glide treatment. Mike used to ride a 2016 120R Street Glide, and he's definitely impressed with the new Milwaukee-Eight 114ci engine he hopped up with a Screamin' Eagle Stage Three kit to give it even more of a boost, and he says it has made all the difference, and now the bike rides like a bat out of hell and handles like a dream. As you can see, Mike has given the Ultra/Street Glide hybrid the full blackout treatment and is definitely feeling the murdered-out look.



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